



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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March 9, 2009
Agenda Item 4.2

Memorandum

DATE: February 27, 2009

TO: Administration and Legislation Committee

FROM: Matt Todd, Manager of Programming

RE: Altamont Commuter Express (ACE): FY 2009/10 Baseline Service Plan

Action Requested

It is recommended that the Board approve the ACE Baseline Service Plan for FY 2009/10. The Cooperative Service Agreement between the CMA, VTA and San Joaquin Regional Rail Commission (SJRRRC), for the operation of the Altamont Commuter Express (ACE) service, calls for SJRRRC staff to prepare an annual report on the operation. The attached ACE Baseline Service Plan details the ACE service and budget proposed for the upcoming 2009/10 fiscal year.

Changes of note from last year's Plan include the addition of a new project consisting of the engineering, design and construction documents for the ACE maintenance and layover facility. Also, the Plan details the current ACE fare structure, which includes the fare increase that went into effect on February 2, 2009.

Information

In February 2009, ACE provided the Draft FY 2009/10 Baseline Service Plan to the CMA for review and comment. The attached Final FY 2009/10 Baseline Service Plan incorporates the CMA's comments.

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Altamont Commuter Express

2009 - 2010

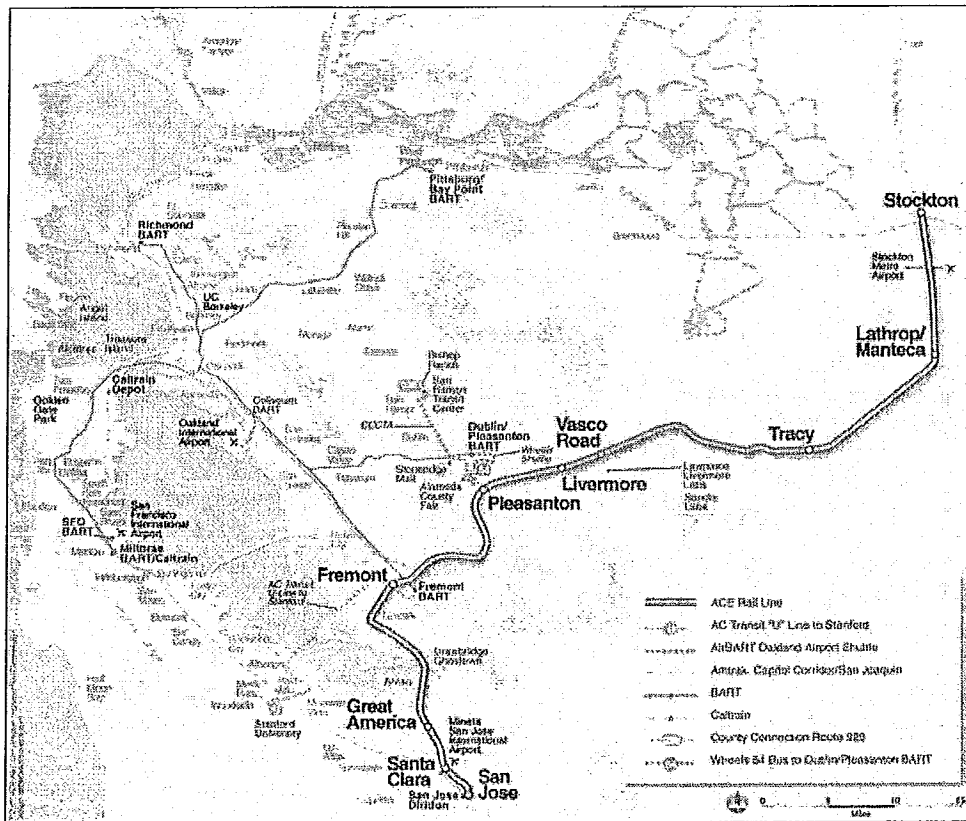
BASELINE SERVICE PLAN

Train Service

The Baseline ACE Service Plan (BAS) provides 3 weekday roundtrips between Stockton, CA and San Jose, CA. Trains consist of sets of 6 cars and provides seating of approximately 700-800 seats per train. See page 10 for additional projects and service above the baseline that are sponsored by San Joaquin County.

Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in the San Joaquin, Alameda, and Santa Clara Counties.



COUNTY STATIONS SERVED		
SAN JOAQUIN	ALAMEDA	SANTA CLARA
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara*
Tracy	Pleasanton	San Jose
	Fremont	

*see note related to the Santa Clara Station on the following page.

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05
Stockton	4:20 AM	5:35 AM	6:40 AM
Lathrop/Manteca	4:37 AM	5:52 AM	6:57 AM
Tracy	4:49 AM	6:04 AM	7:09 AM
Vasco	5:18 AM	6:33 AM	7:38 AM
Livermore	5:23 AM	6:38 AM	7:43 AM
Pleasanton	5:31 AM	6:46 AM	7:51 AM
Fremont	5:53 AM	7:08 AM	8:13 AM
Great America	L6:11 AM	L7:26 AM	L8:31 AM
Santa Clara*	suspended	suspended	Suspended
San Jose	6:30 AM	7:45 AM	8:50 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08
San Jose	3:35 PM	4:35 PM	5:35 PM
Santa Clara*	suspended	suspended	Suspended
Great America	3:47 PM	4:47 PM	5:47 PM
Fremont	4:03 PM	5:03 PM	6:03 PM
Pleasanton	4:26 PM	5:26 PM	6:26 PM
Livermore	4:35 PM	5:35 PM	6:35 PM
Vasco	4:40 PM	5:40 PM	6:40 PM
Tracy	5:09 PM	6:09 PM	7:09 PM
Lathrop / Manteca	5:21 PM	6:21 PM	7:21 PM
Stockton	5:45 PM	6:45 PM	7:45 PM

***Note:** Due to the Caltrain/ACE/Capital Corridor Santa Clara Station construction project at CP Coast (Downtown Santa Clara Station), trains are not able to access the Santa Clara Station until construction is complete. Construction is anticipated to start 2010 and be completed in of 2012. Caltrain is working on a construction plan for the project. Currently ACE is providing a bus bridge between the Great America Station and the Downtown Santa Clara Station from the Great America Station.

Fare Structure

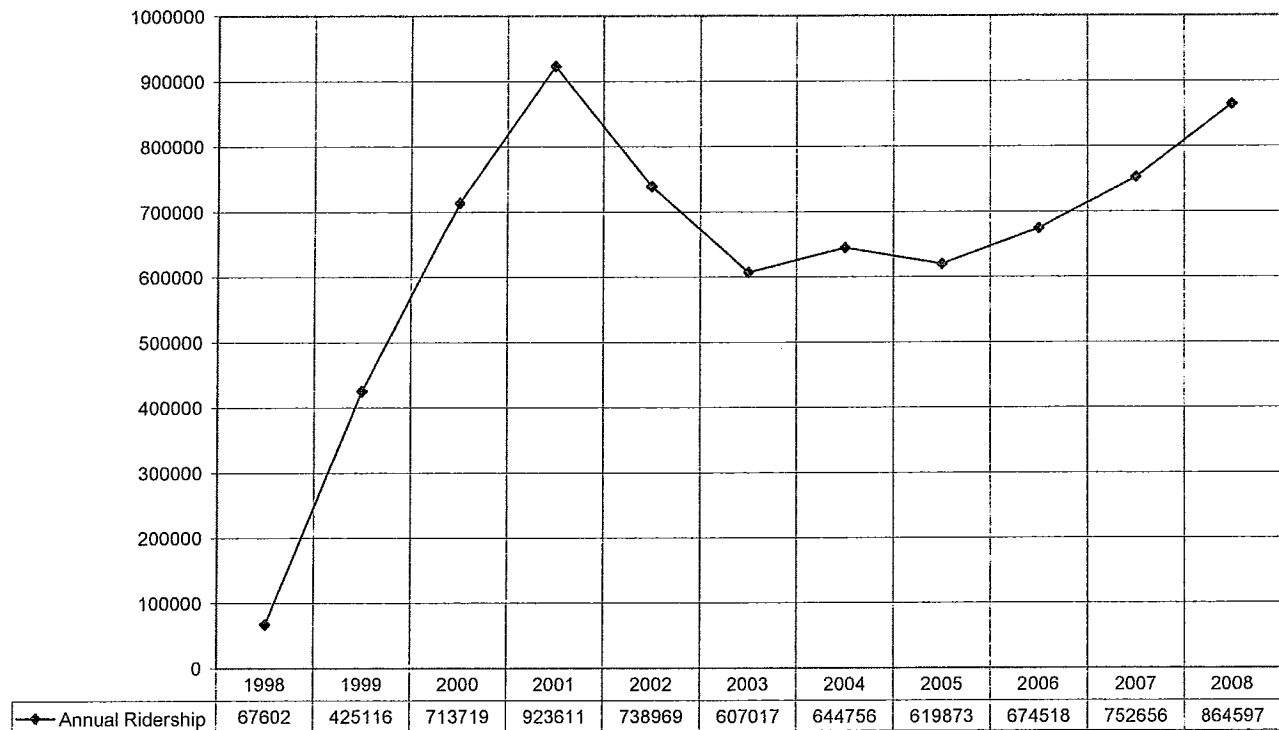
The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. In October 2008 the SJRRC Board approved a 3% fare increase. This increase was based on an increase of CPI during the year. The fare increase was delayed going into effect because of delivery issues with the ticket printing vendor. Fares were officially increased on February 2, 2009.

		TRI VALLEY	FREMONT	SAN JOSE
STOCKTON	ONE WAY	\$ 8.25	\$ 9.25	\$ 11.75
	RT	\$ 12.75	\$ 16.75	\$ 21.00
	20 TRIP	\$ 102.00	\$ 132.25	\$ 163.25
	MONTHLY	\$ 187.75	\$ 243.25	\$ 300.00
LATHROP	ONE WAY	\$ 7.75	\$ 8.75	\$ 11.00
	RT	\$ 12.75	\$ 15.50	\$ 20.00
	20 TRIP	\$ 97.50	\$ 126.50	\$ 156.25
	MONTHLY	\$ 179.50	\$ 233.00	\$ 287.50
TRACY	ONE WAY	\$ 4.50	\$ 7.75	\$ 8.75
	RT	\$ 8.75	\$ 12.25	\$ 15.50
	20 TRIP	\$ 68.50	\$ 97.50	\$ 126.50
	MONTHLY	\$ 125.00	\$ 179.50	\$ 233.00
TRI-VALLEY	ONE WAY	\$ 3.50	\$ 4.50	\$ 7.75
	RT	\$ 4.50	\$ 8.75	\$ 12.25
	20 TRIP	\$ 38.75	\$ 68.50	\$ 97.50
	MONTHLY	\$ 72.25	\$ 125.00	\$ 179.50
FREMONT	ONE WAY			\$ 4.50
	RT			\$ 8.75
	20 TRIP			\$ 68.50
	MONTHLY			\$ 125.00

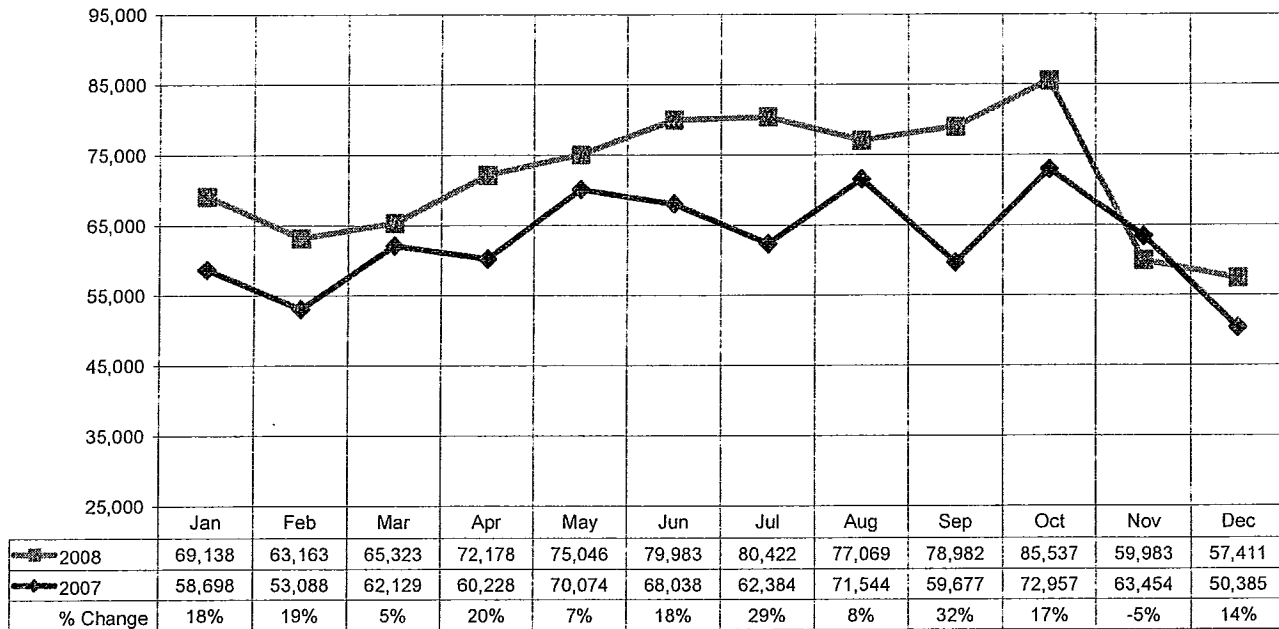
Ridership

Total ACE Ridership for the 2008 calendar year was 864,597 an increase of 14.8% from 2007.

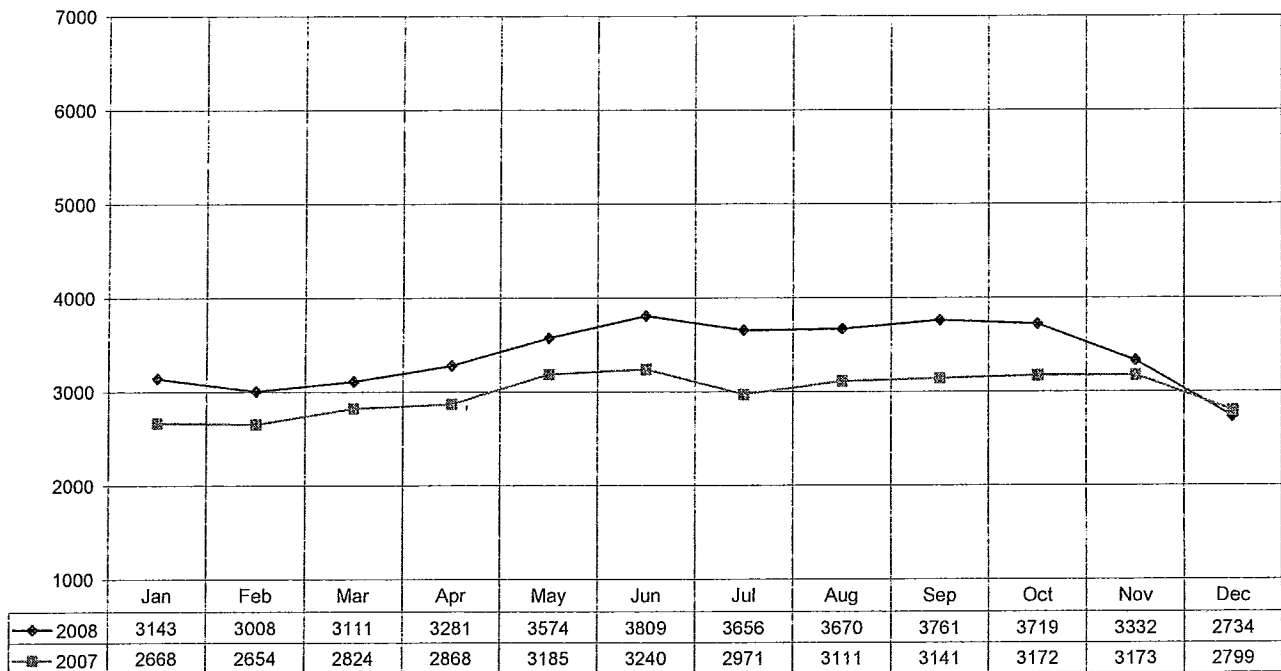
**ACE
Annual Ridership**



ACE Total Monthly Ridership 2007 & 2008



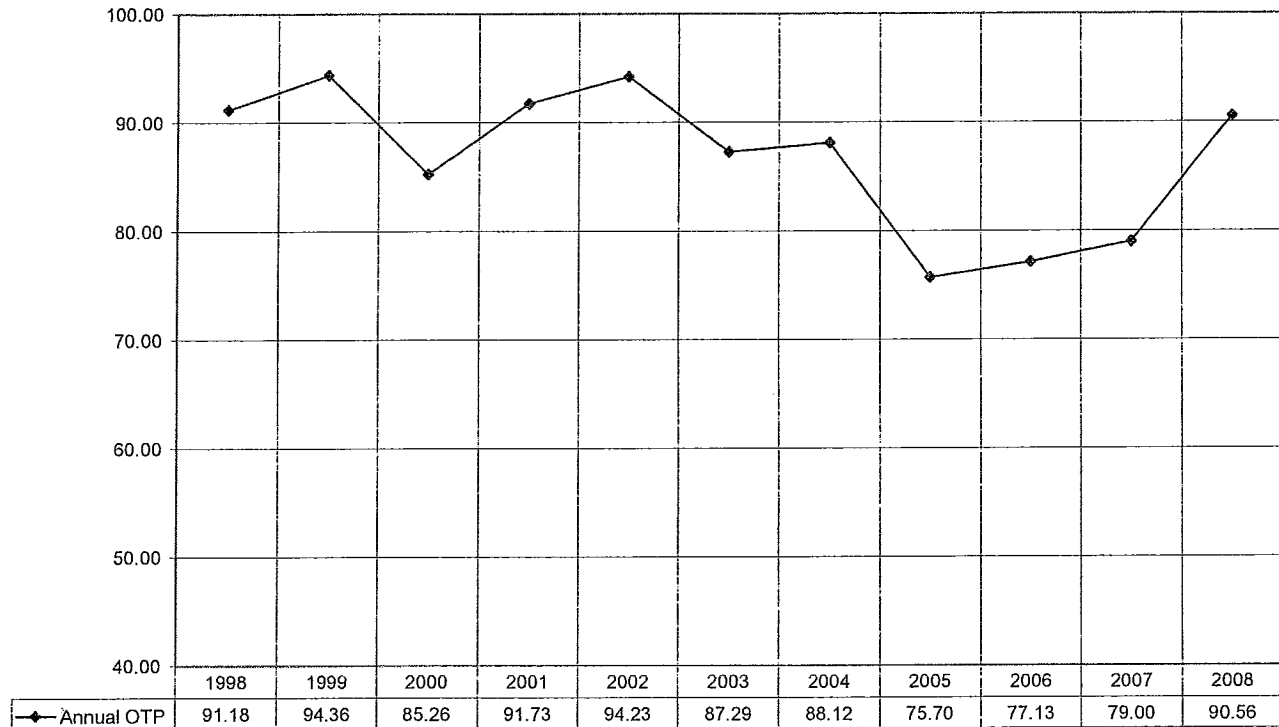
ACE
Average Daily Ridership
2007 - 2008



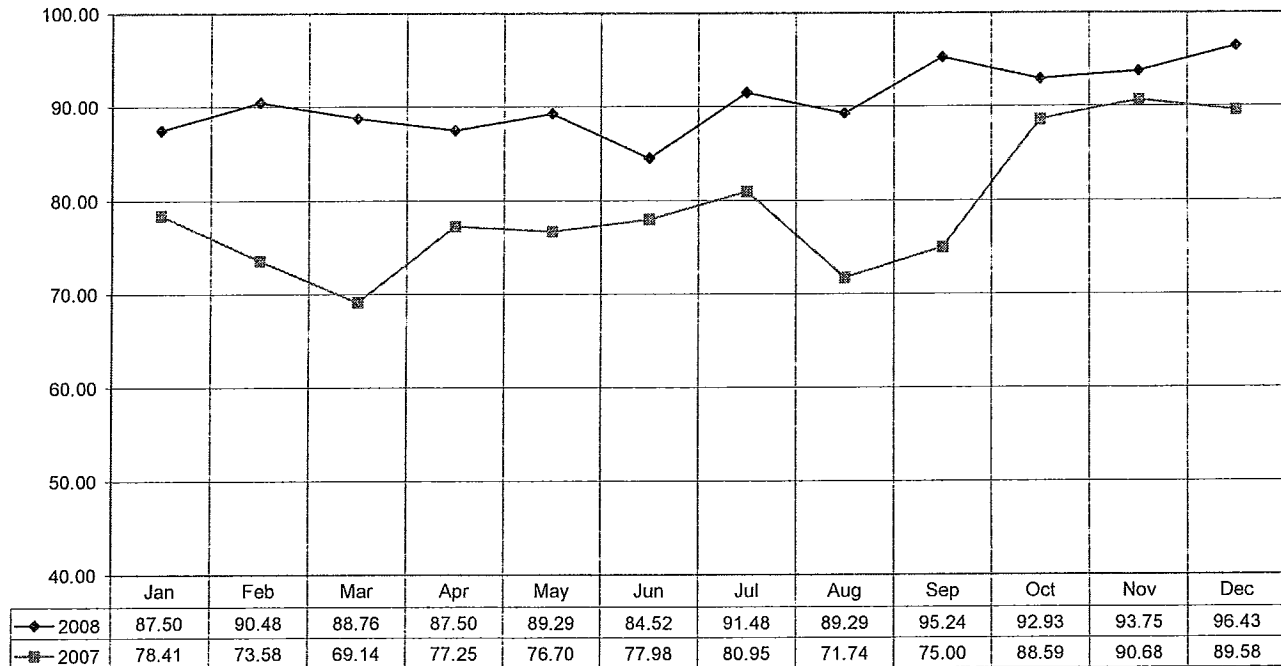
On-Time Performance

ACE on-time performance for 2008 was 90.56 percent which is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. This was 11.56 percentage points higher than 2007.

ACE
Annual OTP



ACE
On Time Performance
2007 - 2008



Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at 5 of the current stations. There are also connecting services that are offered that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra County Transit servicing Bishop Ranch Business Park. In FY 2008/2009 the pick up locations for Route 53 and 54 were relocated to the parking lot in front of the platform. By changing the pickup area passengers saved approximately 5-6 minutes travel time to the destinations.
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Fremont Station – Connecting service to AC Transit. (Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the Valley Transit Authority, cover 510 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 15 private company shuttles service the station. A shuttle from the Great America to the Santa Clara Station and surrounding commerce centers provided by Serendipity Land Yachts allows passengers to make their connection through the shuttle service, 4 additional stops were added to include stops to accommodate employees working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- San Jose Diridon Station - ACE riders also have access to the free DASH shuttles to and from the San Jose Diridon Station. These shuttles provide an important link for ACE passengers traveling to downtown San Jose. The free DASH shuttle is operated by VTA with air district and the City of San Jose funds.

Bus Connections

The Baseline Service Plan (BAS) provides a "Work Late Bus" through a partnership with Amtrak as part of the Caltrans Intercity Rail Program. The "Work Late Bus" serves all ACE stations including the ACE Fremont Centerville Station. This service is subject to funding through a partnership agreement with Amtrak.

ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI (April-to-April time period), unless unusual industry factors affect the Service. The following chart shows the contributions by Fiscal Year:

	FY 2005 – 2006	FY 2006 – 2007	FY 2007 – 2008	FY 2008 - 2009
ACCMA	\$1,756,288	\$1,805,640	\$1,861,608	\$1,931,187
SCVTA	\$2,458,802	\$2,527,894	\$2,606,256	\$2,689,659
CPI Increase	2.36 %	2.73 %	3.10%	3.20%

ACE Operations and Maintenance Contributions:

The 2008/2009 April-April CPI is currently estimated at 1.50 percent therefore local contributions are estimated to increase 1.50 percent over the 2008/2009 Fiscal Year. The final contribution requirements will be available in May, after the publication of the April-April CPI. Listed below are the estimated FY 2008/2009 contributions:

Contributions	ACTUAL 2008 / 2009	ESTIMATED 2009 / 2010
ACCMA	\$1,931,187	\$1,960,005*
SCVTA	\$ 2,689,659	\$2, 730,004

*ACCMA FY 2009/2010 contributions include \$10,000 for maintenance of the Vasco Road and Pleasanton Stations.

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2008/2009 was \$1,836,378. Contributions by Agencies are as follows;

VTA	\$ 993,038
CCCTA	\$ 189,896
LAVTA	\$ 43,444
ACE (share)	\$ 610,000
Total Shuttle Budget	\$1,836,378

In addition to the BAS, SJRRC funds the entire cost of the LAVTA 54 shuttle for the midday train providing a connection to The Bay Area Rapid Transit System (BART) and a shuttle to serve the Santa Clara Station and surrounding employment centers.

The new carrier for the ACE shuttles from the Great America Station is El Paseo Limousine. They were selected by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who has delivered improved service and new vehicles."

Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2009/2010 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE Service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE Corridor or improve reliability of the service. Thus far, the Capital program has been funded with State General Funds, Federal Section 5307 Funds, Section 5309 Funds, ACTIA Measure B and San Joaquin County Sales Tax Measure K revenues. Capital Projects for FY 2009/2010 with the associated funding sources are as follows:

1) Signal Upgrade Project between Stockton and Fremont - \$ 2,000,000

MTC Region Section 5309 Funds	\$730,711
MTC Region Section 5307 Funds	\$234,599
SJRRC Local Measure K Funds	<u>\$241,328</u>
	\$1,206,638

2) Engineering, Design and Construction Documents for the ACE Maintenance and Layover Facility \$2.8 million has been funded previously by SJRRC Measure K funds. This portion of the project is to provide the remaining funding necessary to deliver all needed drawings and documents to issue a Request for Proposal for construction of the facility. Engineering and design is scheduled to be completed in August of 2009.

ACCMA Local Match	\$800,000
SJRRC Local Measure K Funds	<u>\$800,000</u>
	\$1,600,000

Total Capital Projects for FY 2009/10 **\$2,806,638**

As part of the FY 2009/2010 Baseline Service Plan SJRRC and VTA has agreed to meet to discuss the programming and funding of future capital projects. This meeting will take place prior to the implementation of the FY 2009 / 2010 budget. Any projects agreed to will be incorporated into this document by amendment.

ACE Service Improvements Beyond the Baseline Service

- On August 26, 2006 during FY 2006/2007 ACE initiated a 4th roundtrip between Stockton and San Jose. This additional service was a partnership with Caltrans District 10 and Caltrans Division of Rail to provide highway mitigation for the I-205 widening project in San Joaquin County, and as a replacement for 3 Caltrans/Amtrak bus connections between Stockton and San Jose for Caltrans San Joaquin Service. In FY 2008/2009 Caltrans District 10 fulfilled their 2 year funding obligation for the 4th roundtrip and no longer financially support the service. Caltrans Division of Rail continues to support the service through funding the train as a thruway connection for the San Joaquin trains.
- Continuation of a Signal Enhancement Project over the Altamont Pass. This is a multi year project that substantially upgrades the signal system between Fremont and Stockton. During FY2009/2010 work will continue in San Joaquin County and progress east. Completion of project is estimated to be in FY2010/2011.
- The installation of the second phase of a real time GPS monitoring system has been completed. The system allows real time information and automatic messaging at all ACE stations informing passenger of train status. ADA compliant signage and voice announcements were installed during 2008 at Vasco Rd, Livermore, and Pleasanton stations. All ACE stations have the capability for real time information and messaging.
- SJRRC has acquired the historic Western Pacific Depot adjacent to the ACE Stockton station. Plans for the building include additional office space, a potential Amtrak customer waiting area and additional parking.
- SJRRC is currently in the design and engineering phase for the new ACE Maintenance and Layover Facility. The site located approximately one mile north of the ACE Stockton station will replace the outdated facility that ACE currently uses. The facility is designed to accommodate future growth of ACE and other possible new regional rail services.
- SJRRC has completed design on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. This project in conjunction with the Cabral Station Improvement project will provide a multi modal station and serve as the eastern anchor for the City of Stockton redevelopment plan.

Appendix 1

Alameda County Congestion Management Agency Contribution Schedule

Fiscal Year 2009-2010

July	August	September	October	November	December
163,333.75	163,333.75	163,333.75	163,333.75	163,333.75	163,333.75
* Contribution Schedule does not include Alameda County Congestion Management Agency required yearly administration fee of \$15,000					

January	February	March	April	May	June
163,333.75	163,333.75	163,333.75	163,333.75	163,333.75	163,333.75
* Contribution Schedule does not include Alameda County Congestion Management Agency required yearly administration fee of \$15,000					